

## REMARKS

### Drawings Changes

Applicant has added number and letter designations to Figure 5. No new matter has been added. Accordingly, Applicant requests acceptance of the proposed drawing changes.

### Specification

Applicant has amended the specification to call out features identified in the drawings of Figure 5. No new matter has been added. Accordingly, Applicant requests acceptance of the changes to the specification.

### Claims

The Examiner reviewed claims 1-20. Claims 1-6, 9, 11-13 and 15-20 were rejected under 35 U.S.C. §102(b). In addition, the Examiner rejected claims 7 and 8 as well as 10 and 14 pursuant to 35 U.S.C. §103(a). Applicant has amended its claims, cancelled claims 3-5 and 20, and added new claims 21-26. For the reasons stated below, Applicant believes its currently pending claims, claims 1, 2, 6-19 and 21-26, to be in condition for allowance.

### Claim Rejections - 35 U.S.C. §102

The Examiner rejected claims 1-6, 9, 11-13 and 15-20 pursuant to 35 U.S.C. §102(b) as being anticipated by *Oishi*. The Examiner has not specifically identified the elements in *Oishi* supporting his rejection. Applicant requests these elements to be identified. Applicant's reading of *Oishi* appears to differ from the Examiner's. Specifically, claim 1 requires, "a carrier having a first sealing interface for a manifold and a second sealing interface for an engine cylinder." This feature does not appear to be

found in *Oishi*. There is no teaching of a carrier having both an interface for a manifold and an interface for an engine cylinder.

Applicant believes that the Examiner has incorrectly identified intake manifold 11 of *Oishi* as the carrier of claim 1. However, *Oishi* describes intake manifold 11 as a manifold. It thus follows that *Oishi* does not have a sealing interface for a manifold because *Oishi* itself is the manifold. Furthermore, it does not appear from anywhere in the specification that intake manifold 11 is not integrally formed with other passages. It thus appears that *Oishi* has neither a first sealing interface for a manifold nor a second sealing interface for an engine cylinder. Because *Oishi* does not make clear that its teachings read upon claim 1, claim 1 and its dependents, claims 6-14, and new claims 21-23, stand in condition for allowance.

Also, amended claim 11, which depends ultimately on claim 1, requires, “a plurality of air openings” and “a plurality of valves” as well as “a shaft interconnecting said plurality of valves.” There is no teaching in *Oishi* or any of the other cited references of this feature. For this reason, claim 11 is in condition for allowance.

The Examiner further rejected claim 15 based on *Oishi*. Like claim 1, claim 15 requires a “carrier having a first sealing interface for a manifold and a second sealing interface for an engine cylinder, said first sealing interface for sealing the communication of air between said at least one manifold air passage and said at least one carrier air passage.” Again, this feature does not appear to be taught by *Oishi*. For this reason, claim 15 and its dependents, claims 16-19, and new claims 24-25, stand in condition for allowance.

Claim 19 depends upon claim 15 and further requires, “a fuel injector supported by said carrier, said carrier having a thickness less than a length of said fuel injector.” This feature is not taught by *Oishi*. For this reason, claim 19 is in condition for allowance.

#### **Claim Rejections - 35 U.S.C. §103**

The Examiner rejected claims 10 and 14 as unpatentable over *Oishi* in view of *Lee, et al.* Applicant disagrees with the motivation provided by the Examiner for each of these rejections and believes these claims to be in condition for allowance. Specifically, the Examiner contends that it would have been obvious to add the second sealing interface of *Lee, et al.* to *Oishi*. However, there is no indication in *Oishi* that intake manifold 11 requires a second sealing interface. Indeed, if air intake manifold 11 is integrally formed with element 2 of *Oishi*, there would be no need for a second sealing interface.

With respect to claim 14, the Examiner contends that it would have been obvious to use the wire embedding of *Lee, et al.* for the so-called carrier of *Oishi*. However, nothing within *Oishi* suggests a need for such a feature. There is, in fact, no indication within *Oishi* that the electrical components are not economically accessible by wiring located outside of the carrier. For this reason, claim 14 is in condition for allowance.

#### **New Claims**

Applicant has further amended the application to include new claims 21-26, which Applicant believes further define the invention over the cited references. New claim 21 ultimately depends upon claim 1 and requires, “said fuel injector has a length and said carrier has a thickness, said thickness less than said length.” This feature is not

shown by *Oishi*. Furthermore, there would be no motivation to combine this feature with the *Lee, et al.* For this reason, claim 21 is in condition for allowance.

New claim 22 requires in pertinent part, “said fuel injector has a discharge end portion for discharging fuel space from a receiving end portion for receiving fuel, said at least one valve located closer to said discharge end portion for discharging fuel than said receiving end portion for receiving fuel.” Again, this feature is not shown by *Oishi* or *Lee, et al.*. For this reason, claim 22 is in condition for allowance.

New claim 23 depends upon claim 22 and requires, “said at least one valve is located proximate said discharge end portion.” Again, this feature is not shown by *Oishi*, which locates its valve near the receiving end portion of the fuel injector than to the discharge end portion as required by claim 23. For this reason, claim 23 is in condition for allowance.

New claim 24 depends upon claim 15 and requires, “a first seal for said first sealing interface and a second seal for said second sealing interface.” Again, this feature is not taught by the cited references. Therefore, claim 24 is in condition for allowance.

New claim 25 ultimately depends upon claim 15 and requires, “said fuel injector has a discharge end portion for discharging fuel and a receiving end portion for receiving fuel, said at least one valve located closer to said discharge end portion for discharging fuel than to said receiving end portion for receiving fuel.” Again, as explained above, this feature is not shown by the cited references. Therefore, claim 25 is in condition for allowance.

Independent new claim 26 requires in pertinent part, a fuel injector having “a discharge end portion for discharging fuel spaced from a receiving end portion for

receiving fuel, said at least one valve located closer to said discharge end portion for discharging fuel than said receiving end portion for receiving fuel." Again, this feature is not shown by the cited references. Therefore, new claim 26 is in condition for allowance.

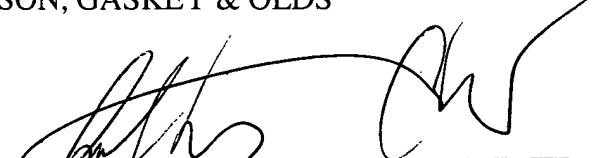
For the foregoing reasons, Applicant requests allowance of claims 1, 2, 6-19, and new claims 21-26.

Applicant believes that additional fees in the amount of \$100.00 are required for two claims in excess of twenty. A check in the amount of \$100.00 is enclosed. The Commissioner is authorized to charge Deposit Account No. 50-1482 in the name of Carlson, Gaskey & Olds for any additional fees or credit the account for any overpayment.

Respectfully submitted,

CARLSON, GASKEY & OLDS

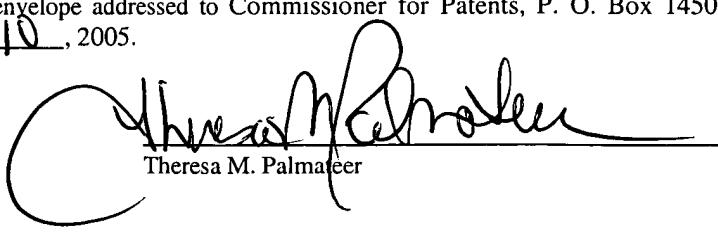
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Dated: March 10, 2005

**CERTIFICATE OF MAILING**

I hereby certify that the enclosed Response is being deposited with the United States Postal Service as First Class Mail, postage prepaid, in an envelope addressed to Commissioner for Patents, P. O. Box 1450, Alexandria, VA 22313-1450 on March 10, 2005.

  
Theresa M. Palmateer